

## **EPA'S PREFERRED ALTERNATIVES FOR SOILS**

### **WESTINGHOUSE SHARON SUPERFUND SITE**

#### **1. Railroad Surface Soils:**

- a. PCB concentrations reduced via excavation to 25 ppm or less (corresponding with a  $3 \times 10^{-6}$  cancer risk), lead (Pb) reduced to 1,000 ppm or less, Arsenic reduced to 104 ppm or less (corresponding to a  $1 \times 10^{-5}$  cancer risk), in the upper 10" of soil.
- b. PCB concentrations reduced via excavation to 71 ppm or less ( $1 \times 10^{-5}$  cancer risk), arsenic reduced to 104 ppm or less ( $1 \times 10^{-5}$  cancer risk), Pb reduced to 1,000 ppm or less in soil zone between 10" and 24".
- c. Dioxin and benzo(a)pyrene will be reduced coincidentally with the excavations called for above in "a" and "b". (These compounds are already within acceptable risk-based concentrations.)
- d. Soil covered by railroad tracks over ballast will not be excavated.
- e. Offsite disposal of contaminated soil; backfilling of excavations with clean soil.
- f. West side of tracks will be sampled during Pre-Design.
- g. Deed restrictions will be put in place to prevent random soil disturbances and to provide for worker safety.

#### **2. Moat Surface and Subsurface Soils:**

- a. PCB concentrations reduced to 689 ppm or less in existing surface and subsurface soils via excavation and offsite disposal.
- b. Moat would be covered with at least 2 feet of fill that would not exceed 1 ppm PCBs in the top 10" of that fill nor 25 ppm PCBs in the remaining portions of that fill. All moat soils would then meet at least the  $1 \times 10^{-6}$  cancer risk.
- c. Deed restrictions as described for the railroad property would be put in place.

#### **3. A/B Slab Area:**

- a. No physical remediation in major portion of the area.

- b. The fractured pavement area used as a truck roadway immediately north of Winner Steel Service's building would be sampled as part of a Pre-Design.
- c. If the truck roadway portion of the A/B Slab remains unpaved: The roadway will be excavated and backfilled such that PCB concentrations in the top 10" do not exceed 1 ppm, arsenic does not exceed 104 ppm, and lead does not exceed 1000 ppm. The zone from 10"-24" would be excavated so that PCB concentrations do not exceed 25 ppm, arsenic does not exceed 104 ppm, and lead does not exceed 1000 ppm.
- d. If the truck roadway portion of the A/B Slab is to be paved: The roadway soils would be so that no PCBs at concentrations greater than 25 ppm, arsenic concentrations greater than 104 ppm, or lead concentrations greater than 1000 ppm remain in the soil to a depth of 10" under the bottom of the pavement.

#### **4. WSS Truck Roadway/ Railroad Spur (On The West Side Of The WSS Building):**

- a. Further characterization of surface and subsurface soils.
- b. All subsurface soils (deeper than 24") having PCB concentrations exceeding 689 ppm would be excavated (to a depth not to exceed 10') and disposed of offsite.
- c. The soils of the (proposed) railroad spur and its appertenances would be remediated consistent with the railroad property soils as noted in # 1, above.
- e. Deed restrictions, as noted above for the railroad property, would be instituted.

#### **5. Sawhill Tubular (ARMCO) Soils:**

- a. Further characterization of soils as part of Pre-Design.
- b. Remediation of surface soils would be the same as for the WSS truck roadway portion of the A/B Slab.
- c. Any soils below 24 inches having PCB concentrations exceeding 689 ppm would be excavated to a depth not to exceed 10 feet.
- d. Deed restrictions, as noted for the railroad property.

#### **6. "Y" Building Soils:**

- a. On the east, north and south sides of the "Y" Building, the remediation scenario would be the same as in # 5, above.
- b. On the west side (the "railroad" side) of the "Y" Building, the remediation scenario would be the same as for # 1, above.